

# NEW HORIZONS

Brought to you by your Kentucky Department of Aviation

March/April 2008 Issue 17



Pictured left is the F9F-5 Panther jet.

Aviation Heritage Park in Bowling Green has received its second aircraft. This feature story is on page 2.

Pictured below is General Dan Cherry and AHP's new Panther.



## IN THIS ISSUE

- ♦ Aviation Heritage Park Update
- ♦ Kentucky Science Teachers Association Conference
- ♦ 2008 Kentucky Aviation Teacher Institutes
- ♦ Angels of Aviation
- ♦ First Jet Landing at Morehead-Rowan County Airport
- ♦ Tony Durham painting Henderson City-County Airport
- ♦ 2008 Air Race Classic

### **Upcoming Event: Thunder Over Louisville April 12, 2008**

<http://www.thunderoverlouisville.org/>

Thunder Over Louisville is not only the official opening ceremonies for the two fun-filled weeks of the Kentucky Derby Festival, it is also the nation's largest annual fireworks show. Rated as one of the top 100 events in North America, the Derby Festival's Opening Ceremonies is truly a sight to behold. The Thunder Air Show dazzles the crowd with more than 100 planes, aerobatics teams, daring sky diving teams and breathtaking stunts. The amazing aircraft of the United States Air Force, Navy, Army and Marines are always crowd favorites. When it gets dark, the Thunder rolls. The show will feature the latest in pyrotechnic power from Zambelli Internationale, America's "first family of fireworks". Eight 400-foot barges assemble on both sides of the 2nd Street Bridge to form the stage from which the fireworks spectacular ignites. The breathtaking and mind-numbing 28-minute show includes the Zambelli's signature one-mile "waterfall" effect off the bridge, making the fireworks seem to rain down forever. After more than a decade, the show remains the largest annual pyrotechnic display in North America.



Pictured above are photos from Thunder Over Louisville in past years.





## Aviation Heritage Park Gets Second Jet

Information from Bowling Green Daily News

[www.bgdailynews.com](http://www.bgdailynews.com)

The second aircraft to be displayed at the Aviation Heritage Park (AHP) on Three Springs Road made its way to Bowling Green, in pieces on a flatbed trailer, on January 10. Coast To Coast Aircraft Recovery Inc. delivered the F9F-5 Panther jet to a hangar at the Bowling Green-Warren County Regional Airport.

It was located in Winona, Minnesota, where it sat "forlornly by the runway" of an airport after being moved from a downtown park.

The Naval Air Museum in Pensacola, FL., gave permission for the plane's permanent loan to Warren County; it's still officially property of the U.S. Navy.

"Aviation Heritage Park's mission is to tell the stories of Bowling Green area aviators, and this aircraft is a perfect fit," AHP president Carroll Hildreth said in a press release. "Lt. Cmdr. John Magda flew one like this as commander of the Blue Angels, and later in combat over Korea. It has been on our wish list for some time, and we've found one."

The park's first display is a U.S. Air Force F4D Phantom II, tail number 550, which retired Brig. Gen. Dan Cherry of Bowling Green flew in combat over Vietnam. This second plane, a 60-year-old fighter and ground attack jet, honors Lt. Cmdr. John J. Magda, Jr.

Magda, a 1940 graduate of Western Kentucky University from Oldham County, became a Navy fighter ace during World War II. He flew a Grumman F4F Wildcat off the aircraft carrier USS Hornet during the battle of Midway - the turning point of the naval war in the Pacific.

After the war, he set many speed records in new jet planes, became commander of the Navy's Blue Angels exhibition squadron in 1950, and was one of the first pilots to fly a jet from an aircraft carrier.

Flying a Panther - the most common American jet used in Korean combat - the 33-year-old Magda was hit by ground fire, shot down and killed while leading an air strike in March 1951.

He was inducted into Western's Hall of Distinguished Alumni in 2006, and the Kentucky Aviation Hall of Fame in 2007.

The park has been looking for more artifacts to tell the stories of local aviators, stated Bob Pitchford, a member of the park's volunteer board.

"Magda's story was one of the ones we wanted to tell the most," he said.

The plane will probably take six to eight months to restore, but park supporters won't really know until they get it here, Pitchford said. They don't know what its interior looks like, but the exterior is rusted and patched, he said.

"We don't even know if the wheels will turn," Pitchford said. "We don't know what the cost is going to be, but we have had several very generous donations that have been made for both the disassembly and transportation ... as well as the restoration of the Panther."

The group is already buying new parts for it, and have permission to restore it in the Blue Angels' royal blue and yellow color scheme, with Magda's historic markings, he said.

"We want it to look as close as possible to an operational aircraft," Pitchford said. "It will be the only F-9 Panther on display in Blue Angels livery anywhere."

Warren Fiscal Court approved creation of the park in May 2006, and ground was broken less than a year later. Meanwhile, Cherry's plane was undergoing restoration at the airport. It was towed to the site Sept. 24.

The aviation park board is on schedule with its plan to build a circular display plaza, said Phil Moore, county Parks and Recreation director. The park's official grand opening is expected this summer.

"We're very pleased with their progress," Moore said.





# Kentucky Science Teachers Association Conference

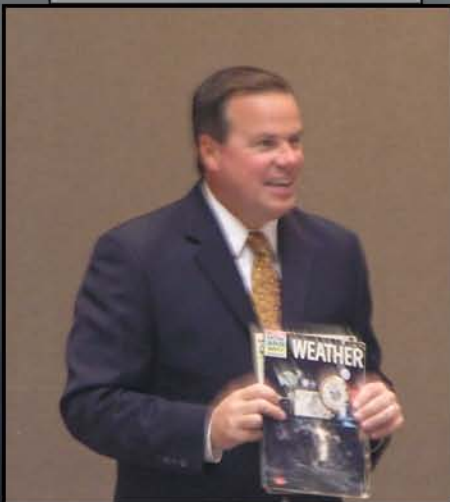


Alice Faye Noble

A crowd of over 1,000 teachers, students, administrators and exhibitors converged on the Lexington Convention Center and Hyatt Regency in Lexington as Kentucky teachers continued to learn new ways of improving our educational instruction. Aspects focused on at the Kentucky Science Teachers Association Conference were practical applications, interdisciplinary education, and classroom technology. The Conference was held on November 1-3. The Department of Aviation used a meteorology workshop branching off of the Kentucky Aviation Teacher Institutes that concentrated on a "Pilot's Perspective of Weather" to demonstrate ways that instruction can be improved by using Aviation in the classroom and giving kids a practical reason to learn math and science. Bill Meck, a meteorologist from LEX Channel 18 helped with "Bill's Weather 101". His lecture takes the complexities of meteorology and science understandable and fun for students of all ages.

Alice Faye Noble, an integral component of the Kentucky Aviation Teacher Institutes, received a Kentucky Ace Award for her life long achievements in Aviation and her extreme passion for helping others.

Bill Meck



Bill Meck presenting *Bill's Weather 101*







# Kentucky Aviation Teacher Institutes 2008

**Teachers grades 5-12**

The Kentucky Department of Aviation believes that education is the key to individual success, industry health, and local and state economies. We are dedicated to bringing aviation into the classroom of every educational institution in the Commonwealth. Evidence supports that students do better in math and science when shown a practical and interesting application for these concepts. An aircraft in flight is a laboratory packed with dynamic mathematical and physical science applications. Bottom line, what student is not fascinated with airplanes and aviation?

**Pennyrile State Resort Park:**

**June 10-12**

**Natural Bridge State Resort Park:**

**June 17-19**

**General Butler State Resort Park:**

**June 24-26**

**KY Transportation Cabinet (Level II):**

**July 1-3**

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## Angels of Aviation

By John M. Allen

There are lots of folks out there who are doing great things for aviation. We here in Washington get paid to work hard to "enable the adventure and commerce of aviation without the compromise of safety". Many folks get nice awards for their contributions to aviation. However, there are also thousands of unsung heroes out there who humbly give of their own time and expense to enhance the future of aviation. I was unexpectedly and significantly moved by the work of some of these "Angels of Aviation" when I had the opportunity to visit my brother and parents in their original hometown of Cynthiana, KY.

My parents were born and raised in Cynthiana (pop. 6,000) and I lived there with my family through my elementary school years in the 60s. Cynthiana is a small farming town about 32 miles Northeast of Lexington. While visiting there, I was reacquainted with a cousin of mine, Bobby Craft, who I hadn't seen in over 20 years. While visiting, and searching for a common interest, our conversation turned to flying. I was reminded that Bobby is the part-time, volunteer manager of the local community airport. It is a small airport nestled in a bend of the Licking River, bordered by the railroad tracks, with a 3,800' runway and a few hangars. During our conversation, I mentioned Young Eagles and he lit up. The Young Eagles program is run by the Experimental Aircraft Association (EAA), where volunteers take kids up for a ride in an aircraft they rent or own. Over a million kids have received a ride, thanks to the Young Eagles Program. In fact, my sons got their first aircraft ride (one in a helicopter, the other in a Cessna 172) through the Young Eagles program when I was the aviation merit badge counselor of their Boy Scout troop.

Just as we began to talk about Young Eagles, Bobby's wife, Jeana, ran to their car and brought back a CD that includes a video showcasing the volunteers and kids they introduce to flying via their Young Eagles events. Bobby runs two events a year (in the Spring and in the Fall). He tells me he gets around 195 kids at each event because he advertises the events in the local paper. What he is doing for these kids in this small community is tremendous. As you know, we in the FAA and others in the aviation community are concerned with the nurturing of aviation interest in future generations. Seeing what Bobby, Jeana, and other volunteers are doing to introduce aviation to these kids in this small community really got to me. You see, it's more than introducing kids to their first flight. Many of these kids have to overcome their fears and feel the pride and self-confidence when they come back after the flight.

I remember when I was a kid in that same community, bored and dreaming of flying. In those days, there wasn't anyone around that would promote activities at the airport. That has now changed. In fact, Bobby has told any kid interested, that if they show up on any Saturday morning and sit on the bench near the ramp, he guarantees that someone would take them up for a flight. When I was getting a tour of the airport from Bobby, who is proud (and should be) with his turning the airport around from one of debt and decay to one that is thriving, I stood there on the small ramp looking over the runway at the adjoining field of soybeans and corn and had a thought. Why aren't these small community general aviation airports used as a center of community interest, much like the community pools, football and baseball fields? Are these small community airports a possible key in galvanizing the interest of small community kids in aviation?

I must also offer kudos to the local EAA chapters (Georgetown and Lexington) who helped the Cynthiana airport dig out from a devastating flood in 1997. Bobby has been fighting an uphill battle to improve this GA airport and has been very successful (I think he has some of the lowest Avgas prices around). He now has plans to move the small FBO building and hangars farther away from the river. The flood could have ruined the airport forever but the EAA helped keep this gem of an airport alive.

Yes, I am extremely proud of what my cousin is doing for aviation and I am proud of other "Angels of Aviation", unsung heroes out there helping future generations get a taste of aviation and get a sense that their futures can soar. Take it from this former kid from Cynthiana.

Mr. Allen is the FAA Deputy Director, Flight Standards Service and is a Brigadier General in the Air Force Reserves

For more information on the EAA Young Eagles program, contact your local EAA Chapter.





**This Cessna Citation landed at the new Morehead-Rowan County Airport on September 22, 2007. It was the first jet aircraft to land at the new airport and it generated lots of excitement!**

**Photos taken by airport board member Don Laferty**



**Our own Tony Durham, painting new stripes on the recently repaved runway at the Henderson City-County Airport. The 5,500- foot airstrip required 700 gallons of white paint.**

**Photos taken by Mike Lawrence**



Start: Bozeman, MT (BZN)  
 Miles City, MT (MLS)  
 Aberdeen, SD (ABR)  
 Mason City, IA (MCW)  
 Decatur, IL (DEC)  
 Frankfort, KY (FFT)  
 Franklin, PA (FKL)  
 Saratoga Springs, NY (SB2)  
 Finish: Mansfield, MA (1B9)



## The Air Race Classic is set to take to the skies on June 24 -27, 2008

Women's air racing all started in 1929 with the First Women's Air Derby. Twenty pilots raced from Santa Monica, CA to Cleveland, OH, site of the National Air Races. Racing continued through the '30's and was renewed again after WWII when the All Women's Transcontinental Air Race (AWTAR), better known as the Powder Puff Derby, came into being. The AWTAR held its 30th, final and commemorative flight in 1977. When the AWTAR was discontinued, the Air Race Classic, Ltd., (ARC) stepped in to continue the tradition of transcontinental speed competition for women pilots and staged its premier race. The Air Race Classic was reincorporated in 2002 into the Air Race Classic, Inc., a non-profit 501(c)3 organization.

The early air races were the "on to" type, with noon and night control stops, and the contestants more or less stayed together. In that manner, weather and flying conditions were practically the same for each entrant and the race officials could release standings to the media after each day of racing.

The current race routes are approximately 2,400 statute miles in length, and the contestants are usually given four days, flying VFR in daylight hours, to reach the terminus. Each plane is assigned a handicap speed – and the goal is to have the actual ground speed be as far over the handicap speed as possible. The pilots are thus given the leeway to play the elements, holding out for better weather, winds, etc. The objective is to fly the "perfect" cross-country. In this type of race, the official standings cannot be released until the final entrant has crossed the finish line. Actually, the last arrival can be the winner.

Scoring techniques evolved over the years, and in 1952 the AWTAR began using the handicap system of scoring. The Air Race Classic has continued to use this type of scoring throughout its history. The '29-30's races flew shorter legs and made more stops than the current races. Now the legs are 280 to 320 statute miles, and seven or eight control stops are designated for either landing or fly-by. The races are open to all women with fixed wing aircraft from 145 to 570 horsepower. In earlier days, the fastest airplane with no specified handicap was in a good position to win, if it held together over the long haul and there was no big navigational error committed. Now the handicapping system is used – each plane flying against its own speed. Supposedly any entry has an equal chance of victory, depending on the accuracy of the handicapping. All participants are true winners in their own right, flying the best possible race.

At a time when some people are inclined to down-play and have only negative views of general aviation, it is encouraging each summer when dozens of women pilots casually get into their airplanes and safely race each other over trans-continental routings. There is a spirit of camaraderie in spite of the keen competition, and the Air Race Classic proves a boom to aviation in general. At the same time, it gives the fliers the opportunity to hone their flying techniques. Many other people are drawn into the annual events through sponsorship, ground/air assistance, timing, officiating and as spectators.

Award wise, the Air Race Classic started in 1977 with an \$8,550 purse for the top-ten crews, with additional leg prizes for those finishing outside the selected group of ten. The awards have been increased over the years, so that the current top-ten purse is \$15,000.

Twenty-eight years, 66,639 statute miles, and 1,116 teams later, the Air Race Classic remains a venue for competitive flying. Louise Thaden is quoted as saying, "... added skills are developed, self confidence is increased and enduring friendships are made". And Blanche Noyes added, "Flying is ageless."

History courtesy of Glenn H. Buffington and Carolyn J. Van Newkirk, Ed.D.

<http://www.airraceclassic.org/>



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